


TO ST/IR
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filed

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Chief, Intelligence Information Staff, ORR


8 February 1957

ATTN : 
THRU : Acting Chief, Industrial Division, ORR
Acting Chief, Aircraft Branch, D/I

Combined I/AR - I/QM Requirements Against 

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REFERENCE:

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1. The questions posed in this paragraph are designed to determine the degree to which Hungary has been supplied with MIG-15 aircraft by the USSR on one hand and by Czechoslovakia on the other.

With regard to MIG-15 aircraft processed through the Pestvideki Gépgyar overhaul shop answer the following:

Indicate which aircraft were of Czech origin and which were of Soviet origin. With regard to the Czech aircraft give a numerical breakdown of U-MIG-15, MIG-15 and MIG-15 BIS types, indicating whether the aircraft carried RD-45 or VK-1 model engines. Were engines or aircraft components of Czech origin? Were airframe or engine spare parts received from Czechoslovakia or the USSR? Give the rate at which spare engines were received at the shop. Give any information on the role of Czechoslovakia as a supplier of aircraft equipment to the Hungarian Air Force.

2. While attending the Kiev University did source visit any Soviet airframe plant(s)? If answer is affirmative, the following is requested:


- a. Location, name or number of airframe plant(s).
- b. Date plant was visited.
- c. Type of aircraft being manufactured.
- d. Number of aircraft produced per day; per month.
- e. Number of final assembly positions in plant.
- f. Size of work force.
- g. Number of shifts worked per day, hours of work per day; per week?
- h. Of the plant visited, was there any new major construction being done? Where, type of building and dimensions.
- i. Was entire airframe produced in the plant? If not, what portions were subcontracted and by what plant?
- j. Of plants visited, describe plant lay out; describe interior function of buildings.

While employed with Post Area Machine Factory the following is requested from source:

- a. Types of aircraft repaired and overhauled.
- b. What are the major manufacturing breaks for the MIG-17, the MIG-19?
- c. At which Soviet Airframe plants were delivered MIG-17 and MIG-19 manufactured?
- d. What quantity and type of spare parts were delivered with a new MIG-17, MIG-19? For how long were these spares supposed to keep the aircraft serviceable?
- e. Does source have any cost figures for spare parts, for the engine, the airframe, the entire aircraft, by type?
- f. How many hours was an engine in service before major overhaul? Manhours expended in overhauling one engine by type, cost of overhaul.
- g. Did source make any trips from his place of employment to Soviet Airframe or engine plants? If so, when, and to which plant? What type aircraft or engine was being manufactured? Number of engines or aircraft produced per day, per month.
- h. Give details about airframe plant visited to include:
 - (1) Was entire airframe produced in the plant? If not, what portions were subcontracted and by what plant?
 - (2) Lay out of plant, exterior and interior. Location of final assembly area, give dimensions and layout. How many final assembly positions and what was the assembly line configuration.
 - (3) Any new major plant construction, where, type of building and dimensions.

3. While a student at Kiev and in trips in the USSR, did you see or hear any indications that the Soviet aircraft industry was involved in the development or production of guided missiles? If so, describe the types of missiles involved, the plants or general location in which these are produced, and the location of the testing facilities.

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